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COUNTRY Poland
SUBJECT Rail Lines and Railroad Installations

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1. The second section of track removed by the Russians in 1945 from the double-tracked line between Wroclaw-Wolow-Scinawa-Glogow-Zielona Gora-Rzepin-Kostrzyn-Gryfino-Szczecin was being relaid in October 1951.(1) The section of track between Wroclaw and Glogow was completed in June 1951; construction has begun on the section between Glogow and Zielona Gora. The significance of this line lies in its importance for coal transport from Silesia to Szczecin.
2. Railway personnel in Kostrzyn (51° 35'N, 20° 44'E) were directed to be prepared for transfer from their quarters in Kostrzyn to Glogow by 15 November 1951.(2) The operations section (Eisenbahbetriebswerk), together with the locomotives assigned to it, is also to be transferred to Glogow.(3) The locomotive sheds at Glogow underwent repairs and enlargement during October 1951.
3. The P.P.K.R. (Panstwowe Przedsiębiorstwo Robot Kolejowych) is conducting improvements on the rail lines out of Lukow (51° 55'N, 22° 23'E). A double track is being laid between Lukow and Pilawa (51° 57'N, 21° 32'E), approximately 30 kilometers of which were completed in October 1951.(4) Simultaneously work was in progress on a double-track line from Lukow to Wlodawa (51° 34'N, 23° 33'E), 6 kilometers of which were finished in October 1951.
4. The viaduct across the Nowe Miasteczko (51° 41'N, 15° 44'E) and Borow Polski (Windisch Borau) road, which was destroyed in 1945, was rebuilt and opened to traffic 7 October 1951. The rail line over this viaduct connects Nowe Miasteczko with Kozuchow (Freystadt - 51° 45'N, 15° 36'E).
5. The new, four platform railway station at Teczew (54° 06'N, 18° 48'E), construction of which began in 1948, was opened to the public on 22 July 1950. It was built according to the 1939 designs of Engineer Feliks Cieszynski, a graduate of the Technical High School, Danzig-Langfuhr. The old railway station is no longer in use. Construction on two new buildings was also underway in August 1951, one of which was for freight dispatch and one for mails.

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- (1) Comment: A double-track, standard-gauge rail line accommodating high-speed passenger trains was reported between Zielona Gora and Czerwinski (about 12 kilometers NW of Zielona Gora) as of August 1951.

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- (2) Comment: Military building contractors have brought large quantities of building materials to Kostrzyn. It is believed that the premises vacated by the railway men is to be reconstructed for military purposes. 25X1

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- (3) Comment:
 it might be connected with the rebuilding of the second section of track between Wroclaw and Glogow.

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- (4) Comment: A rail line between Skierniewice (51°58'N, 20°09'E) and Lukow has been previously reported under construction, as of 21 April 1951, passing through Pilawa. The estimated date of completion was at that time late 1951 or early 1952.

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